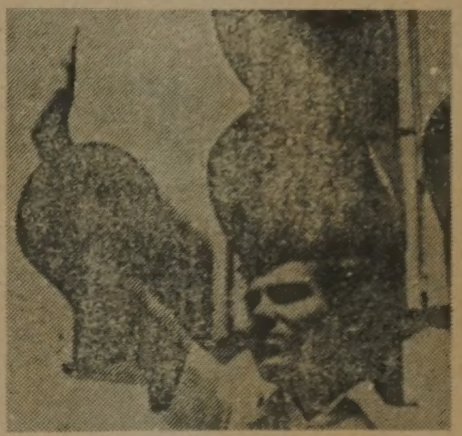
Detensive Driving for Safer Motoring

Dr. VEENA SLAICH, AGE 40 AN OCCUPATIONAL THERAPIST AND AUTHOR. WORKS WITH THE PHYSICALLY HANDICAPPED FOR EIGHT HOURS A DAY. WORKING TO PREVENT PHYSICAL HANDICAPS FROM 8-9.30 AM. EVERY DAY SINCE 1982

ANUPAM KAMAL, AGE 20, A STUDENT OF B.A. SECOND YEAR, STUDYING FOR THE CIVIL SERVICES. PERFORMING REGULAR DUTY FOR THE LAST ONE YEAR. HIS FATHER IS ALSO AN ACTIVE TRAFFIC WARDEN SINCE 1984.



PARKASH SINGH, AGE 38, OWNS AN ELECTRICAL GOODS STORE IN SADAR BAZAR. HAS BEEN PERFORMING ACTIVE DUTY AS A TRAFFIC WARDEN SINCE 1980. SAYS THE WORK ALSO KEEPS HIM PHYSICALLY FIT.

KANSHI RAM, AGE 52, DRIVES A SCOOTER-RICKSHAW FOR THE LAST 30 YEARSS. BECAME A TRAFFIC WARDEN IN 1982. DOES NOT PASS BY A TRAFFIC JAM WITHOUT DOING HIS BIT. WORKS FREE TO TRANSPORT ACCIDENT VICTIMS TO HOSPITAL.

WHAT DO THEY HAVE IN COMMON?

NOTHING EXCEPT A ZEAL FOR COMMUNITY WORK WITHOUT EXPECTATION OF ANY MATERIAL RETURNS.

HELP YOUR COUNTRY SAVE LIVES

BECOME AN ACTIVE TRAFFIC WARDEN

DIAL 3319334 DURING OFFICE HOURS FOR DETAILS.

What is Defensive Driving?

No moving vehicle is ever completely free of the possibility of involvement in an accident. Even a vehicle being driven on a straight dry road on a clear day risks an accident. That's why it is important to recognise potential accident situations in time and adjust to them and avoid an accident.

Defensive driving is anticipating situations/factors that can possibly lead to accidents, manoeuvring your driving in a way that enables you to stay out of the majority of accident situations. Safe driving is not a matter of luck.

Defensive driving is a system for successfully solving driving problems. It is, in fact, the professional driver's "code of the road."

The Defensive Driving Cod

1. Care, courtesy and consi-deration for other road users.

2. Knowledge of traffic rules and regulations.

3. Alertness for the illegal acts and driving errors of other drivers.

4. Concern for accident preven-tion regardless of who is in the right.

Build a safe zone around you.

Preventing Crashes - the Professional Way

A COLLISION WITH THE VEHICLE AHEAD

To avoid such collisions, you need to –

Stay alert. Expect the driver ahead of you to brake without warning.

Stay ahead of the situation. You may see trouble develop in front of the vehicle ahead of you, something that could cause the driver ahead to stop suddenly.

Stay back. Even with good brakes, it takes a lot of room to stop. Stay behind at least one vehicle length for every 15 km.p.h. speed. On wet or slippery roads or at night, double or treble that gap.

Start stopping sooner. When you know you will have to stop, slow down gradually. Do not wait until the last moment.

COLLISION WITH THE VEHICLE BEHIND

To prevent such collisions, you need to —

Stop smoothly. A gradual stop gives the following driver time to react and space to stop.

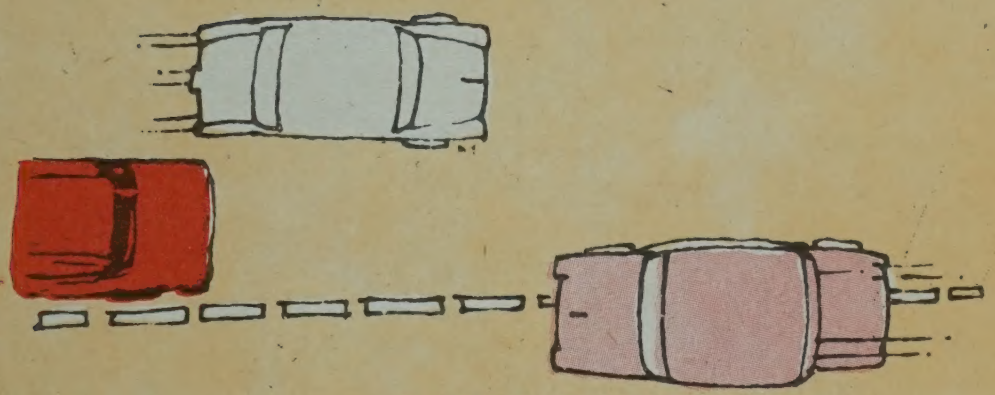
Signal. Signal your intentions well before you slow or stop.

Keep clear. Keep clear of drivers who are bumper chasers. Slow down and encourage them to pass.

A COLLISION WITH AN APPROACHING VEHICLE

The best way to steer clear of a two-car crash is to –

Stay left. Do not crowd the centre line. If the oncoming driver crosses it, warn him with your horn or lights.



Watch out for curves. Slow down before entering a curve, then pick up speed as the curve permits. Stay on your own side of the road on left hand curves, never cut the corner on right hand ones.

Let traffic clear. When making a right turn, wait for the traffic to clear. Keep your wheels straight ahead so that a car hitting you from the rear won't knock you into opposing traffic.

COLLISION WITH A VEHICLE AT AN INTERSECTION

When approaching an intersection, regulated or unregulated –

Be prepared. Approach each intersection with your foot off the accelerator and poised over the brake.

Look both ways. As you approach an intersection, look first to the right to make sure that the other traffic is yielding the right of way, then to the left. Keep checking for unusual or unsuspected action on either side.

Don't fight for right of way. You have the right of way only when you can see that it is safe, regardless of stop signs or the law.

A COLLISION WITH AN OVER-TAKING VEHICLE

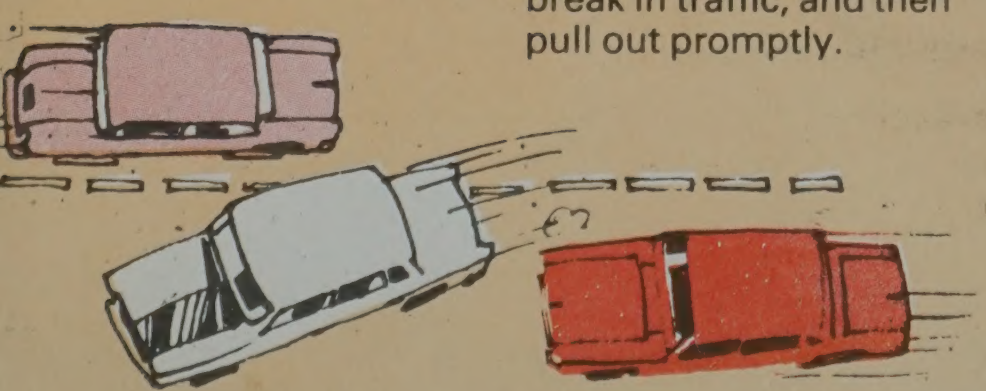
Overtaking is a dangerous manoeuvre. So, when you are being passed, you must remember to –

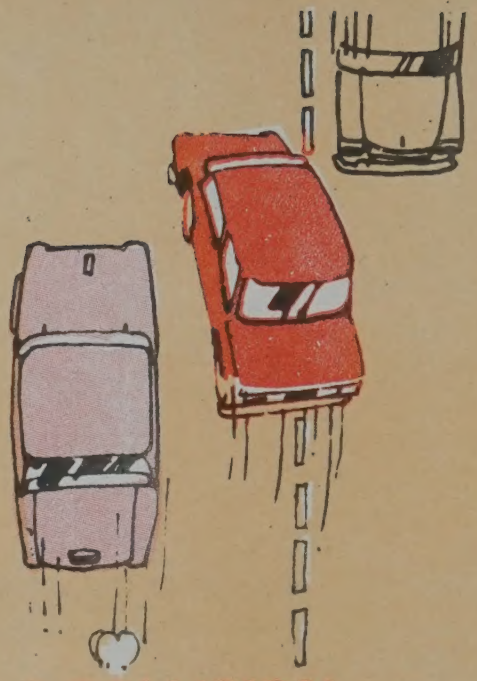
Help out. Let the other driver pass. Check the oncoming traffic. Slow down if the passing car will need more room to get back in line in front of you.

Check the rear. Before you change lanes, check your rear-view mirror and glance back to make sure your blind spot is clear. Use your turn signals and move over only when the lane is clear.

Keep left. Get into the proper lane well before a turn. When turning left, stay close to the left kerb to block anyone from overtaking on the left. Use your turn signals early.

Check, then move. Before moving out of a parking space, look out for oncoming traffic. Wait for a break in traffic, and then pull out promptly.





A COLLISION WITH A VEHICLE BEING OVERTAKEN

Before you move out into the passing lane –

Be sure. Know your speed and acceleration and estimate the speed of the vehicle you are trying to pass and the speed and distance of the oncoming car.

Check the rear. Pull out to overtake only when you are sure someone behind you isn't trying to overtake you on the same side.

Give warning. Sound your horn or flick your lights to alert the driver ahead. Then accelerate and overtake quickly.

Get back in. Return to your lane when you clearly see the passed vehicle in your rear-view mirror.

THE SINGLE VEHICLE ACCIDENT

Asleep at the wheel? Fatigue is the enemy of defensive driving. If you are drowsy, pull off the road, park in a safe place and take a short nap.

Ready for the unexpected? Pedestrians and cyclists can loom in your path anywhere, at any time of the day or night. Be specially alert in densely populated areas.

In charge of the situation? Ensure that your vehicle is always in good running condition.

A defensive driver is thus a safe driver. He is a professional in the field. His primary aim is accident prevention. A defensive driver is one who builds a safety zone around him and does not get involved in road accidents because he is very concerned about his own safety and the safety of those around him.

Take to defensive driving and be a safe driver.

Build a safe zone around you

Always Give Right of Way

Right of way is defined as a "a privilege of the immediate use of the roadway". These rules spell out who should be where, when and which vehicle should yield to another vehicle at any particular time or place. You know that you never have the right of way until another driver yields it to you.

Yield right of way to all vehicles on your right at all times. When entering a road intersection, if there is a "dead-slow-major road ahead" sign, yield right of way to vehicles approaching you from your left also.

Observe Lane Discipline

As a defensive driver, you must follow lane discipline. Lane markings do two important things. They ensure that the available road space is used to the best possible advantage and they guide traffic on the path of safety.

Every road has lanes, whether marked or not. Where they are not marked, divide the road into appropriate lanes in your mind's eye. Plan your course so that sudden changes are avoided and never move from one lane to another without good reason. A defensive driver never weaves in and out of lanes.

Expect the Unexpected

Be prepared to meet all kinds of drivers during the course of a day. Their driving leaves much to be desired and they frequently confront you with an accident prone situation in which you must constantly adjust your driving to avoid an accident.

You, the defensive driver, cannot assume that the other driver will be as considerate as you are and that he will respond to the traffic rules as you do. On the contrary, if you expect reckless, illegal and thoughtless actions from the other driver, you will be better prepared to adjust your driving so as to prevent accidents.

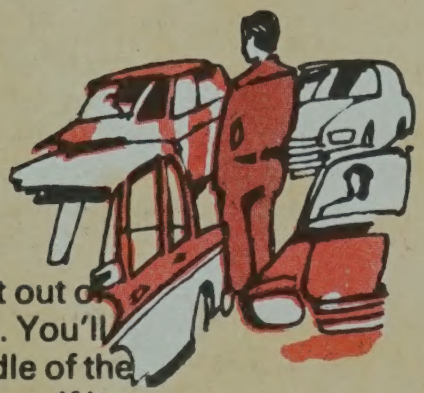
The Many Faces of Pedestrian

The Sprinter

You've seen him often. But just barely. In rush-hour traffic he'll sprint across the road expecting you to slow down. Watch out for him.

The Genie

Pass a stationary or a slow moving vehicle and he will spring out at you before either of you can see each other. Sometimes he is a small boy in a hurry to get across, sometimes he is an office worker stepping out from behind a bus. Slow down when passing stationary or slow-moving vehicles.



Houdini

He thinks he can get out of any knotty problem. You'll find him in the middle of the traffic squeezing himself between cars to escape to the other side.

The Spook

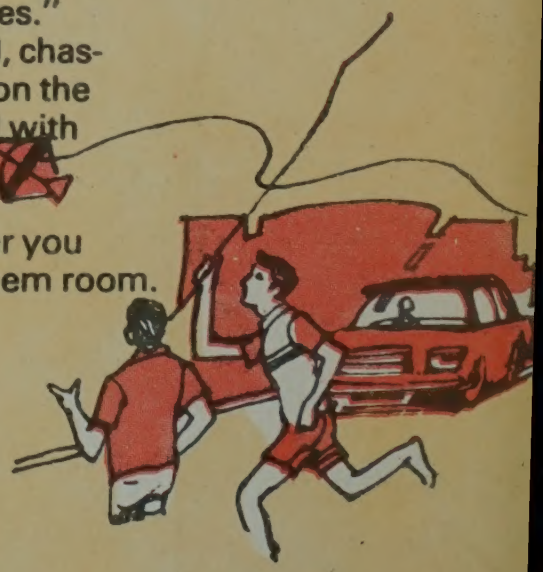
He makes his rounds at night and he's just beyond your headlights. If you want to have a ghost of a chance with him you should be able to stop within the distance you can see.

Talking Machine

He carries his conversation onto the road even while crossing. His is a one-track mind and it isn't on the traffic. Use your horn and give him plenty of room.

The Band of Merry Men

The biggest problem on the road can be "little ones." Romping on the road, chasing a kite or running on the road to retrieve a ball with total unconcern for you or your car. Slow down whenever you see them, and give them room.



Traffic Tips for Safer Trips

Some fundamental traffic laws –

1. Keep left. Allow traffic in the opposite direction to pass you on the right.
2. Overtake only on the right.
3. Overtaking on the left is permitted only when the car in front is about to turn right.
4. Overtaking is not permissible if it is likely to cause inconvenience or danger to the other traffic or where the road ahead is not visible.
5. When being overtaken or passed by another vehicle do not increase your speed or try and prevent the other vehicle from passing you.
6. Slow down when approaching intersections, road junctions or road corners. Enter the intersection or junction if it does not endanger anyone.
7. When entering a main road from a junction give way to the vehicles proceeding along the main road. Give way to all traffic approaching the intersection on your right hand. If there is a 'Dead slow- major road ahead' sign, yield right of way to the vehicles on your left also.
8. Drive slowly when passing a procession or when passing road repairs. In any case your speed should not exceed 25 km.p.h.
9. When turning to the left, drive close to the left hand side of the road.
10. When turning to the right draw to the centre of the road, stop, if necessary, at the intersection, then move to the left half side of the road you are about to enter.

Keep Safe Following Distance

KM.P.H.	
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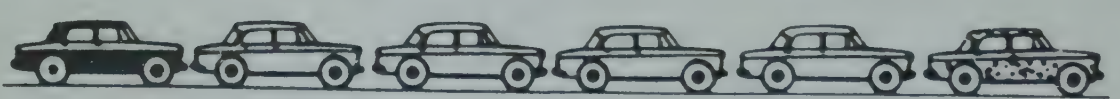
30,	
45,	
60,	
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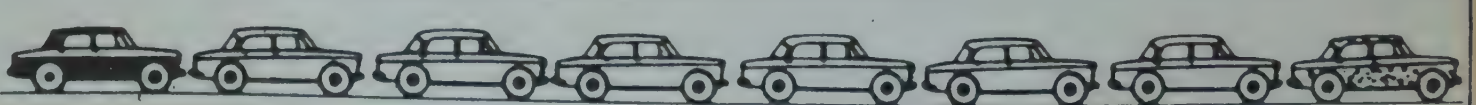
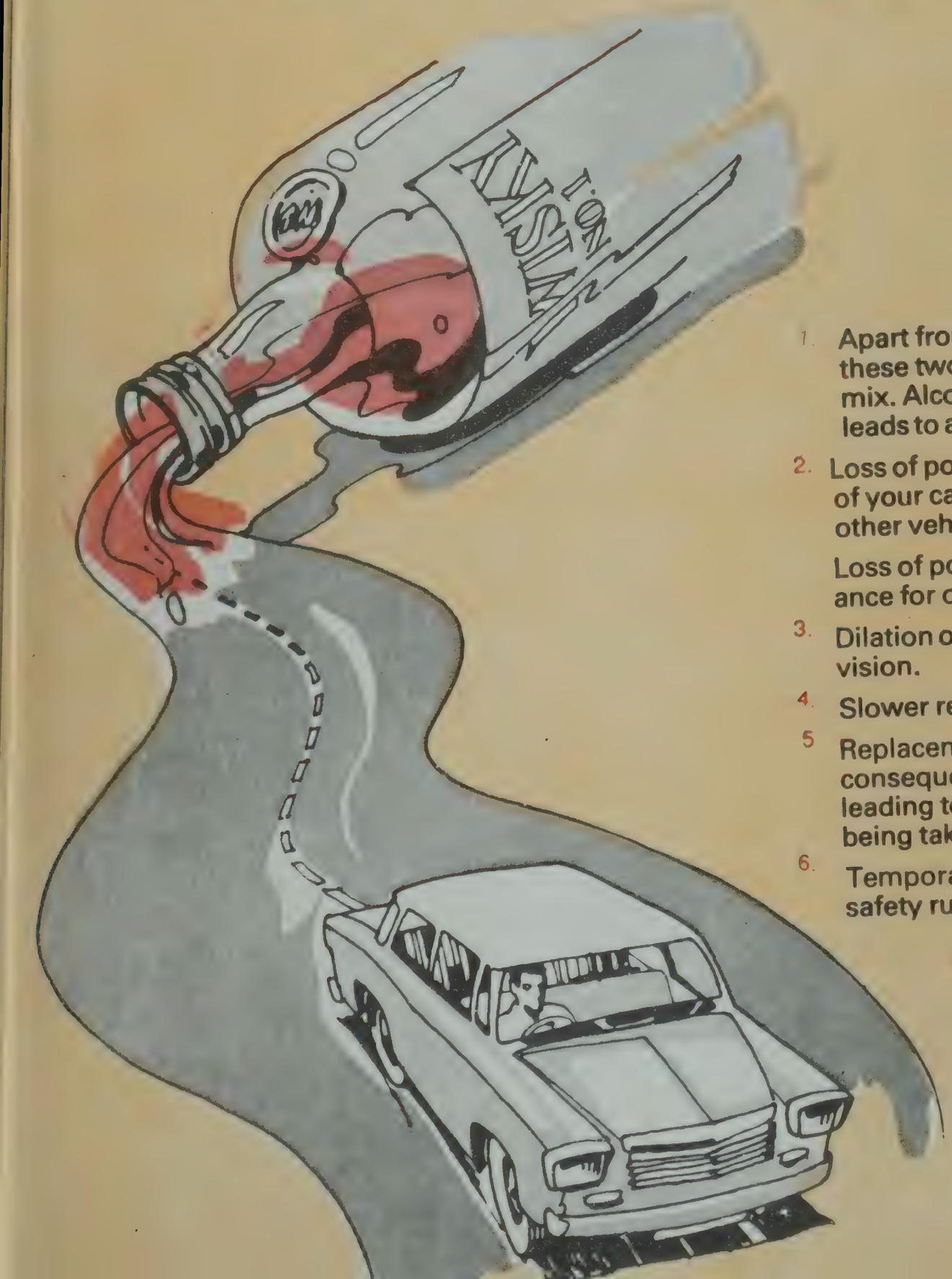
90,	

Stay approximately one car length behind for every 15 km.p.h. speed. Double or treble that distance at night or when driving on wet and slippery roads.

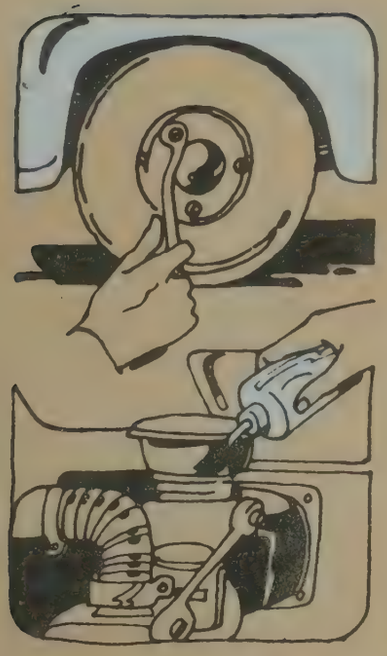
Drinking and Driving

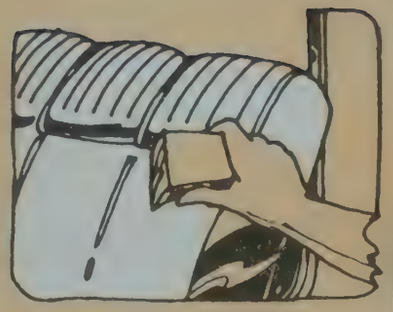


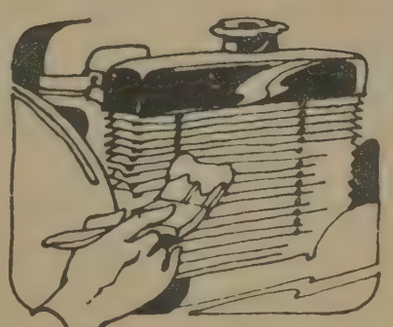
1. Apart from legal problems, these two things just do not mix. Alcohol without doubt leads to any one or all of these –
2. Loss of power to judge speed of your car and speed of other vehicles.

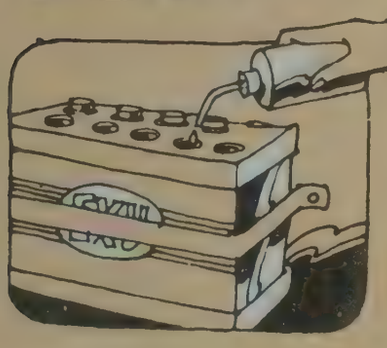
   Loss of power to judge safe distance for overtaking or stopping.
3. Dilation of eyes resulting in poor vision.
4. Slower reactions.
5. Replacement of normal fear of consequence by over- confidence leading to foolish chances being taken and
6. Temporary loss of knowledge of safety rules.

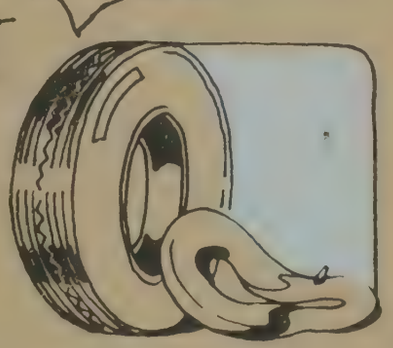
Car Care











The best guide to car care is the operator's manual of your car. The care of your car must not be left to others entirely.

Cleanliness:

Wash wheels daily. Clean lamp and other glasses, engine and car interior daily. Caked up mud and oil under chassis could add to the fuel and repair bills.

Nuts and Bolts:

Check the mountings of all systems and tighten nuts and bolts periodically.

Lubrication:

Use lubricants recommended by the manufacturer. Check lubrication personally. A missing or faulty grease nipple should be replaced. New grease should be pumped in till all the old grease comes out and the new grease peeps out. Oil changes should not be left to mechanics to decide. Check the oil for viscosity by taking a few drops between the thumb and forefinger. If the oil is merely black in colour, change only the oil filter element. Many service stations never use an oil can. Insist on it. oil spray on the undercha is no proof that your car h really been serviced.

Paint:

Mud and rust can eat into metal. Holes appearing or doors show that the wate drain holes are blocked. C floor drain holes too. Pain both sides of the floor boa and the inside of the door Similarly radiator tanks ar the petrol tank need to be painted.

Special Maintenanc

Engine oil and radiator ne topping up. Brakes need a justments and refilling of brake fluid. Batteries neec tilled water and acid. Tyre need correct pressure and rotation.

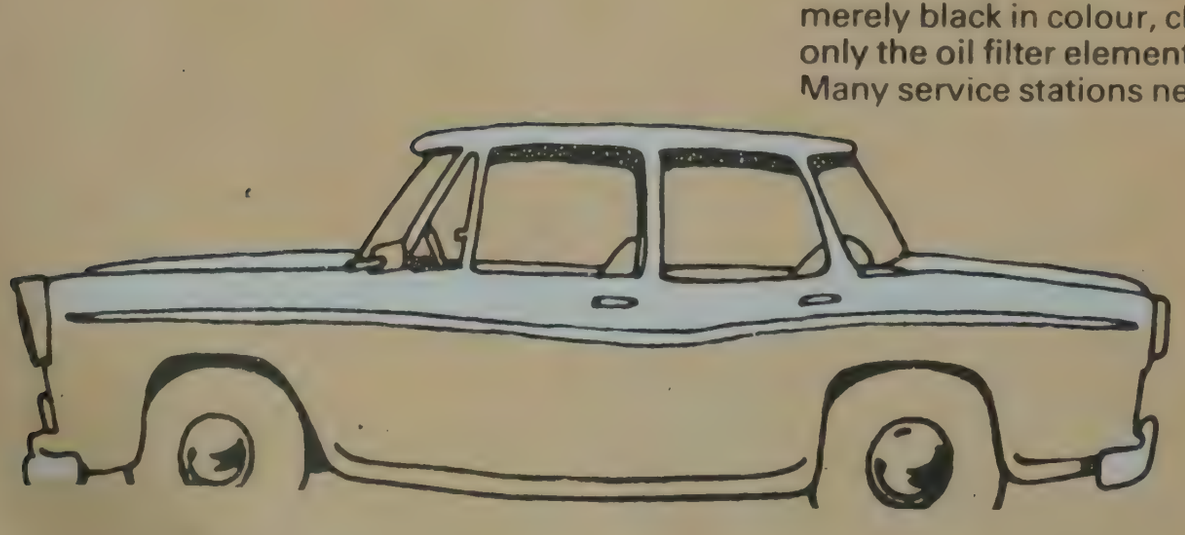
Look up your car manual t complete list.

Some parts of a car wear very fast. The most expen ones are tyres, tubes, batt and brake shoes.

Filter elements, fan belts, ber hoses, boots, plugs, points, carbon brushes, fu bulbs etc. also require fre- quent renewals but cost li

When summer comes,che all rubbers in the car and r place if less than 20% life i in them. Check tyres and t carefully.

For winter and rainy seaso frequently check and clea electrical and ignition systems.



hecklist on Car Maintenance

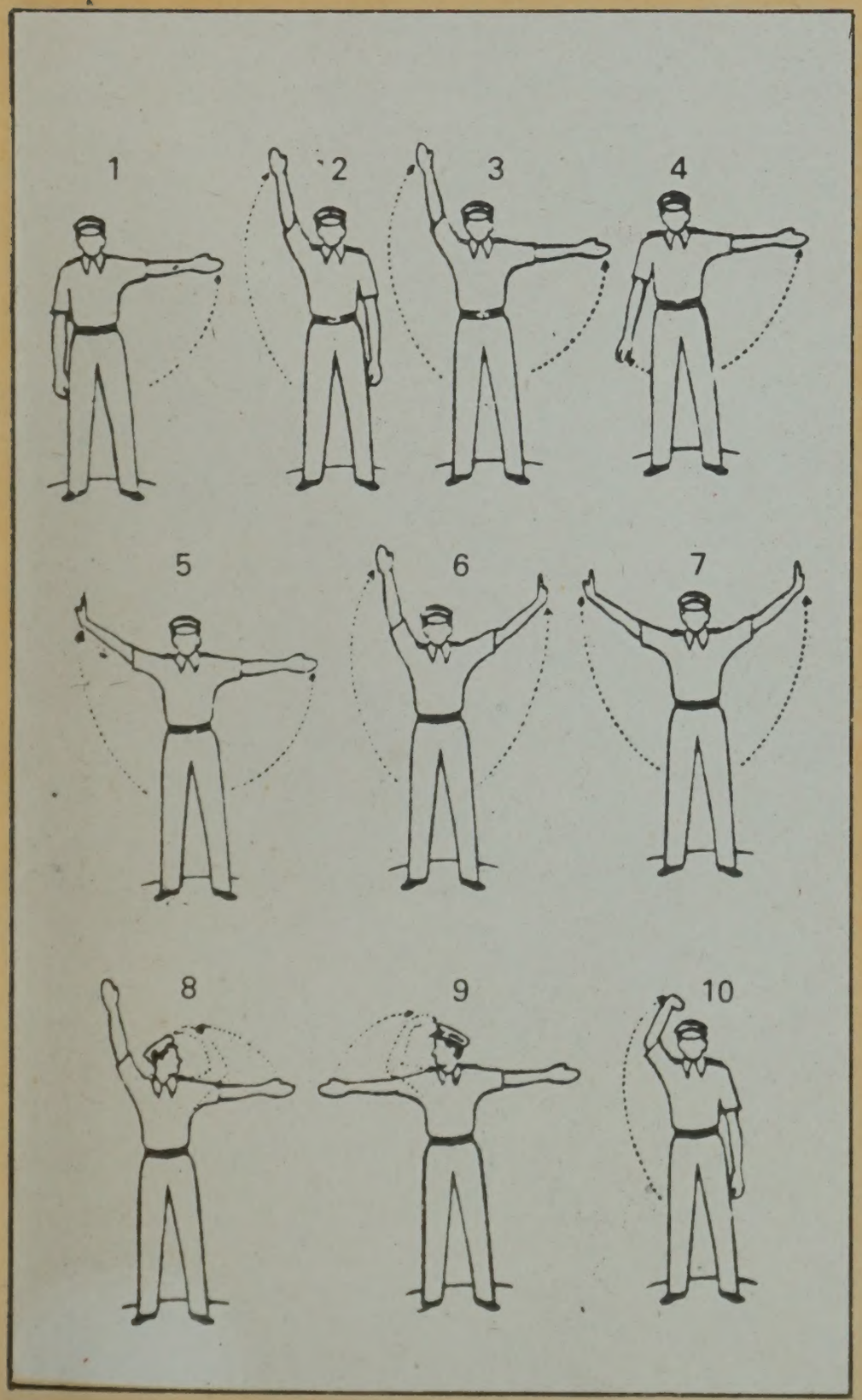
LUBRICATION	After 400 km.	After 800 km.	After 1,600 km.	After 5,000 km.	After 10,000 km.	After 20,000 km.
Engine oil (top up)	■	■	■	■	■	■
Control joints		■	■	■	■	■
Steering joints		■	■	■	■	■
Shackle pins		■	■	■	■	■
Water pump and fan		■	■	■	■	■
Brakes (top up)			■	■	■	■
Propeller shaft			■	■	■	■
Universal joints			■	■	■	■
Air cleaner				■	■	■
Automatic timing control				■	■	■
Contact breaker				■	■	■
Differential oil (top up)				■	■	■
Engine oil (change)				■	■	■
Gear box oil (top up)				■	■	■
Generator				■	■	■
Gear box oil (change)					■	■
Differential oil (change)					■	■
Wheel bearings					■	■

ADJUSTMENT/CHECK						
Battery	■	■	■	■	■	■
Radiator	■	■	■	■	■	■
Tyres	■	■	■	■	■	■
Contact breaker				■	■	■
Fan belt				■	■	■
Fuel pump				■	■	■
Spark plugs				■	■	■
Carburettor filter					■	■
Distributor					■	■
F. pump filter					■	■
Tyres					■	■
Wheel bearings					■	■
Shock absorbers						■

Petrol-saving Tips

1. **Don't speed.** The ideal driving speed is 40 to 50 km.p.h. You can get 40% extra mileage at 40 km.p.h. as opposed to 80 km.p.h.
2. **Tune up regularly.** You can save as much as 6% of fuel by tuning your engine regularly.
3. **Maintain correct tyre pressure.** A 25% decrease in tyre pressure can cause you 5 to 10% more on petrol and 25% on tyre life.
4. **Use gears correctly.** Incorrect use of gears can lead to as much as 20% increase in fuel consumption. Start vehicle in first gear only. Use higher gear for starting only if you are in a muddy patch or going downhill. Get into top gear as soon as possible.
5. **Avoid rush-hour traffic.** Your vehicle engines double the normal fuel in a highly congested road. Take a less congested road even if it is slightly longer.
6. **Anticipate stops.** Driving with your foot on the brakes can cause you 5% extra fuel. Anticipate stops and slow down gradually.
7. **Use clutch carefully.** Unnecessary use of clutch leads to loss of power and petrol. Replace clutch liners immediately if they are worn out. Stop the engine when you stop your vehicle.
8. **Idling wastes petrol.** If your battery, dynamo, self-starter and fan belt are in good condition, you can easily switch off at halts over a minute and restart again. Reduce luggage. A reduction of weight by 45 kg. can lead to a saving of 2% in fuel in city driving.
9. **Don't wait to warm up.** Instead, drive in low gear till the engine warms up. Don't use the choke longer than necessary. Also, never park your car so that you have to reverse with the cold engine.

Traffic Police Hand Signals



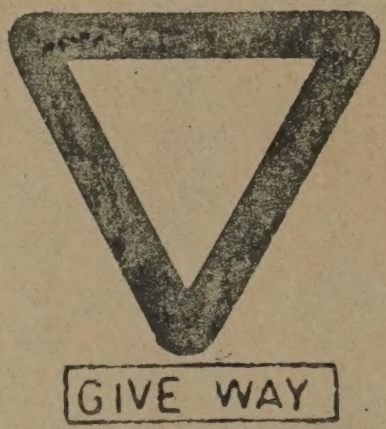
1. To stop a vehicle approaching from behind.
2. To stop a vehicle coming from front.
3. To stop vehicles approaching simultaneously from front and behind.
4. To stop traffic approaching from left and wanting to turn right.
5. To stop traffic approaching from the right to allow traffic from the left to turn right.
6. To allow traffic coming from the right and turning right by stopping traffic approaching from the left.
7. Warning signal closing all traffic.
8. Beckoning on vehicles approaching from left.
9. Beckoning on vehicles approaching from right.
10. Beckoning on vehicles from front.

IMPORTANT SECTIONS OF MOTOR VEHICLES ACT: 1988

1.	Driving Without Licence	3/181, M.V. ACT.
2.	Age Limit Without D/L (Minor)	4/181, M.V. ACT.
3.	Allowing & Person Without D/L	5/181, M.V. ACT.
4.	Without Registration Certificate	39/192, M.V. ACT.
5.	Without Fitness Certificate	56/192, M.V. ACT.
6.	Without Permit Or contravention Permit	66/192, M.V. ACT.
7.	Over And Below Speed (Warning U/S, 207 M.V. Act)	112/183, M.V. ACT.
8.	Excess Weicht (Warning U/S, 207 M.V. Act)	113/194,M.V. ACT.
9.	Plying in Restricted Area	115/194, M.V. ACT.
10.	Violation of One Way Restriction	115/194, M.V. ACT.
11.	Vlolation of Silence Zone	115/194, M.V. ACT.
12.	Parking in "No Parking" Where Notified	115/194, M.V. ACT.
13.	Disobey of Traffic Signal	119/177, M.V. ACT.
14.	Left Hand Steering Without Elect or Mech Indicator	120/177, M.V. ACT.
15.	Driver Not Signalling	121/177, M.V. ACT.
16.	Improper and Obstructive Parking	122/177, M.V. ACT.
17.	Travelling on Foot Board Bonnet or TLP	123/177, M.V. ACT.
18.	Travelling Without Ticket	124/178, M.V. ACT.
19.	Conductor Refused to give the Ticket	123/178, M.V. ACT.
20.	Obstructive Driving By carrying Any Thing which Hamper the Driver	125/177, M.V. ACT.
21.	Triple Riding	128/177, M.V. ACT.
22.	Driving Without Helmet	129/177, M.V. ACT.
23.	Not Producing D/L, R/C, R/C. I/C, Permit	130/177, M.V. ACT.
24.	Conductor Not Showing His Licence	130/177, M.V. ACT
25.	Refusal by Taxi, TSR, MCR, Buses	4.38 (9) /177, M.V. ACT
26.	Disobey of Lawful Direction	132/179, M.V. ACT
27.	Causing Obstruction in the Discharge of Lawful Duties and give False Information	132/179, M.V. ACT
28.	Owner Not Giving Information of Accident	133/179, M.V. ACT
29.	Offence Relating To Licence Driver	182 (1), M.V
30.	Concealment Of the Facts of Disqualification D/L	182 (2), M.V
31.	Dangerous driving (Warning U/s	184, M.V 209 M.V
32.	Driving under influnce of drugs and Alcohol	185, M.V
33.	Driving when Mentally and Physically Unfit	185, M.V
34.	Sounding of Pressure Horn, Producing Excessive noise & Emitting Excessive Smoke	190, M.V
35.	Violation of set Standard for the Carriage of Hazardous Goods	190, M.V
36.	Power to Arrest without Warrant	202, M.V
37.	Without Insurance	146/196, M.V
38.	Breathilyser Test	203, M.V
39.	Power of Police Officer to Impound False Documents	130/206, M.V
40.	Alternation in Motor Vehicle	52/191, M.V
41.	Power to Detain Vehicles used without FC, RC, DL Permit.	207, M.V

GIVE WAY TO TRAFFIC ON YOUR RIGHT

THIS UNIVERSAL RULE ALSO APPLIES TO VEHICLES WHICH ARE NEGOTIATING ROUND-ABOUTS



IN THE SITUATION ABOVE THE CARS MARKED 'A' HAVE RIGHT OF WAY

BE A GOOD DRIVER. NEGOTIATE ROUND-ABOUTS CORRECTLY.

TRAFFIC POLICE
DELHI

WE WANT YOU SAFE

WE WANT YOU SAFE

ISSUED IN THE PUBLIC INTEREST BY

Delhi Police